

**Economic Growth & Redevelopment Services
CITY OF AUSTIN**

AGENDA

DATE: 4/20/2006

#6

**RECOMMENDATION FOR
COUNCIL ACTION**

Subject: Approve a resolution nominating projects for funding through the Statewide Transportation Enhancement Program of the Texas Department of Transportation, and certifying the availability of matching funds for the proposed projects.

Amount and Source of Funding: Funding in the amount of \$1,869,635 is available in the Fiscal Year 2005-2006 approved Public Works Capital Budget for the match for Brazos and Colorado Great Streets Enhancements project. Funding in the amount of \$3,062,352 is available in the Fiscal Year 2005-2006 Economic Growth and Redevelopment Services Office Capital Budget for the match for Seaholm District Pedestrian and Bicycle Network.

Fiscal Note: There is no unanticipated fiscal impact. A fiscal note is not required.

Requesting Department: EGRSO

For More Information:

Prior Council Action: The Pfluger Bridge Extension and Bowie Street Underpass were approved by Council on February 2, 2006. Council recognized the I-35 Makeover Coalition as the stakeholder group for the project and pledged support from parking lot revenue on January 27, 2005

Boards and Commission Action: Brazos and Colorado Great Streets Recommended by Urban Transportation Commission on March 20, 2006, the Design Commission on March 27, 2006.

Staff Report:

The Safe, Accountable, Flexible and Efficient – Transportation Equity Act: A Legacy for Users (SAFETEA-LU) approved by Congress in 2005 allows the State of Texas to award funding for transportation-related enhancement projects meeting specific eligibility requirements. The Statewide Transportation Enhancement Program (STEP) administered by the Texas Department of Transportation (TxDOT) provides an opportunity to receive federal funding for up to 80% of the cost of certain transportation-related, but non-traditional projects.

The STEP process requires that projects be nominated by a governmental entity that "attests a commitment to the project's development, implementation, construction, maintenance, management and financing" and has jurisdiction over the project location. The City Council must endorse these projects and agree to be the nominating entity in order for them to be considered for funding under this program. The grant proposal language requires that any cost overruns and future maintenance costs will be the responsibility of the applicants. If the grant proposal is approved by the Texas Transportation Commission, an Interlocal Agreement will be drafted and Council approval of the grant will be requested at that time, and more detailed cost estimates and schedules will be provided. CAMPO will review all projects for inclusion in the Transportation Improvement Plan on April 10. Candidate projects must be submitted to TxDOT by April 28, 2006 for this round of funding.

The City of Austin must be the nominating entity for the following projects:

The Brazos and Colorado Great Streets project will extend planned Great Streets improvements in conjunction with scheduled street reconstruction. The Second Street Great Streets Project will build streetscape improvements on Brazos and Colorado from Cesar Chavez to Third Street. This project will extend Great Streets improvements to 7th Street, completing the pedestrian connection from the Town Lake Park Hike and Bike Trail to the Second Street Retail District, 4th Street Warehouse District, Lance Armstrong Bikeway, and the 6th Street Entertainment District. A local match of \$1,869,635 is available as part of the reconstruction budget. The total budget amount is \$9,348,175 and the federal funding request is \$7,478,540.

The Seaholm Bicycle and Pedestrian Network project leverages already committed funds for Seaholm District improvements to complete all of the pedestrian and bicycle infrastructure improvements west of Shoal Creek that were envisioned in the Seaholm District Master Plan. The Seaholm District Pedestrian and Bicycle Network project combines several existing and proposed facilities in the emerging downtown intermodal hub linking proposed rail transit investments with pedestrian and bicycle facilities and proposed mixed-use activity centers. The total project cost is estimated at \$9,903,466. The grant will be for \$6,041,115 in TxDOT administered Federal Highway Administration funding. The City of Austin will provide \$3,062,352 in matching funds that have already been allocated to these projects, and Seaholm Power, LLC will contribute \$800,000 in matching funds for the Seaholm Plaza components.

The Texas Music History Museum will serve to complement the many existing museums honoring Texas music history throughout the state as well as serving as a world-class museum in its own right. The 30,000 square foot museum will be located adjacent to the new commuter rail line station in east Austin, with easy access from IH-35 and US-183 via E. Martin Luther King Blvd. The museum will facilitate travel to and promote music history exhibits throughout the State. The first floor will house the "Visit Texas Music" exhibit with an LED map of Texas highways with music history and current performance venues highlighted weekly, and lobby performance space that will open to an outdoor amphitheater/performance plaza which can be used for special events. The total project cost is estimated at \$13,486,000. The grant will be for \$10,788,800 in TxDOT administered Federal Highway Administration funding. Matching funds in the amount of \$2,697,200 will be raised by a non-profit community group being formed for the purpose of establishing this museum.

The i35 Makeover Project is a large scale rehabilitation of the area under the overpass of IH35 at Sixth, Seventh, and Eighth Streets on the edge of downtown Austin. This project is being steered by a coalition of local neighborhood groups and businesses and includes representatives from the City of Austin and the Downtown Austin Alliance. An agreement has been reached to perform the work and fund it through parking lot revenue. A local match of \$380,000 is available from the parking lot revenue. The total budget amount is \$1,100,000 and the federal funding request is \$720,000.

The Town Lake Trail MOPAC parking lot project is a repair of the Johnson Creek Trail and the parking lot drainage that is causing the trail to erode and subside. The parking area is located at the northeast corner of the intersection of Atlanta and Veterans Drive directly underneath the MOPAC (Loop 1) overpass. The planned improvements include installation of an improved parking surface using grasscrete pavers that will mitigate the severe drainage and environmental problems occurring from stormwater drains off MOPAC that drain directly into the parking lot causing severe erosion of surfaced parking area, the Johnson Creek streambank and the Johnson Creek sidewalk, which has collapsed and has been repaired or replaced frequently. Additionally, landscaped islands, medians, stone bollards, curbs and pedestrian signage will be constructed to improve safety and usability. The project is estimated at less than \$500,000. A local match of \$100,000 will be provided by the Town Lake Trail Foundation. The Federal funding request is \$400,000.

PROJECT	BUDGET	LOCAL MATCH %	LOCAL MATCH \$	FEDERAL FUNDING \$
Brazos and Colorado Great Streets Enhancemen ts	\$9,348,175	20%	\$1,869,635	\$7,478,540
Seaholm District Pedestrian and Bicycle Network	\$9,903,466	39%	\$3,862,352 (\$800,000 from Seaholm Power, LLC)	\$6,041,115
Texas Music History Museum	\$13,486,000	20%	\$2,697,200 (Private sector donations only)	\$10,788,800
I35 Makeover Project	\$1,100,000	35%	380,000	\$720,000
Town Lake Trail Repairs (MOPAC parking lot)	\$500,000	20%	\$100,000 (Town Lake Trail Foundation)	\$400,000

**2006 STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM
PROJECT DESCRIPTIONS**

1) Brazos and Colorado Great Streets Enhancements

Enhancement Category: Provision of facility for pedestrians and bicyclists

Department Sponsor: Public Works

Budget: \$9,348,175

In 2001 Austin City Council adopted the Great Streets Elements and Standards for use on city streetscape projects, subject to availability of funding. However, the Brazos and Colorado Project was originally conceived and budgeted to be a roadway reconstruction project, with minor curb and sidewalk repair. The downtown community, lead by the Downtown Austin Alliance, realized the opportunity lost by not implementing Great Streets improvements in conjunction with roadway reconstruction. They sought \$7.6 M supplemental funding through a bond referendum for a reduced scope of work but did not succeed in getting the needed amount on the ballot. The City is seeking additional funds to augment current and anticipated funding.

Great Streets sidewalks include new curb/gutter with relocated drain inlets, new pedestrian-scale lighting system/infrastructure, human-scale paving pattern, shade trees and furnishings. Sidewalks are widened to a spacious, 18' width and divided into three use zones - 8' Curbside Zone for furnishings and street trees, 8' Pedestrian Clear Zone, and 2' Building Frontage Zone - to allow for a wide variety of uses that promote pedestrian activity.

The Second Street Great Streets Project will build streetscape improvements on Brazos and Colorado from Cesar Chavez to Third Street. This project will extend Great Streets improvements to 7th Street, completing the pedestrian connection from the Town Lake Park Hike and Bike Trail to the Second Street Retail District, 4th Street Warehouse District, Lance Armstrong Bikeway, and the 6th Street Entertainment District.

DOWNTOWN AUSTIN

University of Texas
at Austin

Martin Luther King Jr.

State Capital
Complex

Frank
Erwin
Center

Brackenridge
Hospital

State
Capitol

Texas
County
Complex

Worldbridge
Squares

Colorado

Brazos

Republic
Squares

Austin
Convention
Center

Palm
Park

Auditorium
Shores

Town
Lake

Attractions ☆

- 1 The Blanton Museum of Art
- 2 Bob Bullock Texas State History Museum
- 3 Texas State Library & Archives
- 4 Capitol Visitors Center
- 5 Governor's Mansion
- 6 Austin Museum of Art
- 7 Paramount & State Theaters
- 8 Arthouse at the Jones Center for Contemporary Art
- 9 Austin Visitors Center
- 10 Mexic-Arte Museum
- 11 Austin Children's Museum
- 12 Austin City Hall
- 13 Whole Foods Market

Residential Buildings ○

- 1 404 Rio Grande Apartments
- 2 AMLI Downtown Apartments
- 3 Austin City Lofts
- 4 Avenue Lofts
- 5 Brazos Lofts
- 6 Brown Building
- 7 Cambridge Tower
- 8 Five Fifty Five
- 9 Gables West Apartments
- 10 Littlefield Quarters
- 11 The Nokonah
- 12 Penthouse Condominiums
- 13 Plaza Lofts
- 14 Posada del Rey
- 15 Railyard Condominiums
- 16 Regency Apartments
- 17 Towers of Town Lake
- 18 Villas on Town Lake
- 19 Westgate Building

This map has been produced by the City of Austin, Economic Growth and Redevelopment Services Office. No warranty is made by the City regarding its accuracy or completeness.

Rev. 4/11/2006

**CAMPO***Capital Area Metropolitan Planning Organization*

April 12, 2006

Subject: Statewide Transportation Enhancement Program – MPO
Letter of Inclusion in CAMPO Transportation Improvement Program
(TIP)

Dear Applicant:

On April 10, 2006, the CAMPO Transportation Policy Board voted to include the **Great Streets on Brazos and Colorado Streets** project in CAMPO's Transportation Improvement Program should it be selected for funding under the Statewide Transportation Improvement Program by the Texas Transportation Commission.

This letter should be included with the project nomination packet, which must be submitted to Texas Department of Transportation no later than 5:00 p.m. on April 28, 2006 at 5:00 p.m.

Sincerely,

Michael R. Aulick
Executive Director

cc: Mr. Bob Daigh, TxDOT Austin District

**2006 STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM
PROJECT DESCRIPTIONS**

2) Seaholm District Pedestrian and Bicycle Network

Enhancement Category: Provision of facility for pedestrians and bicyclists

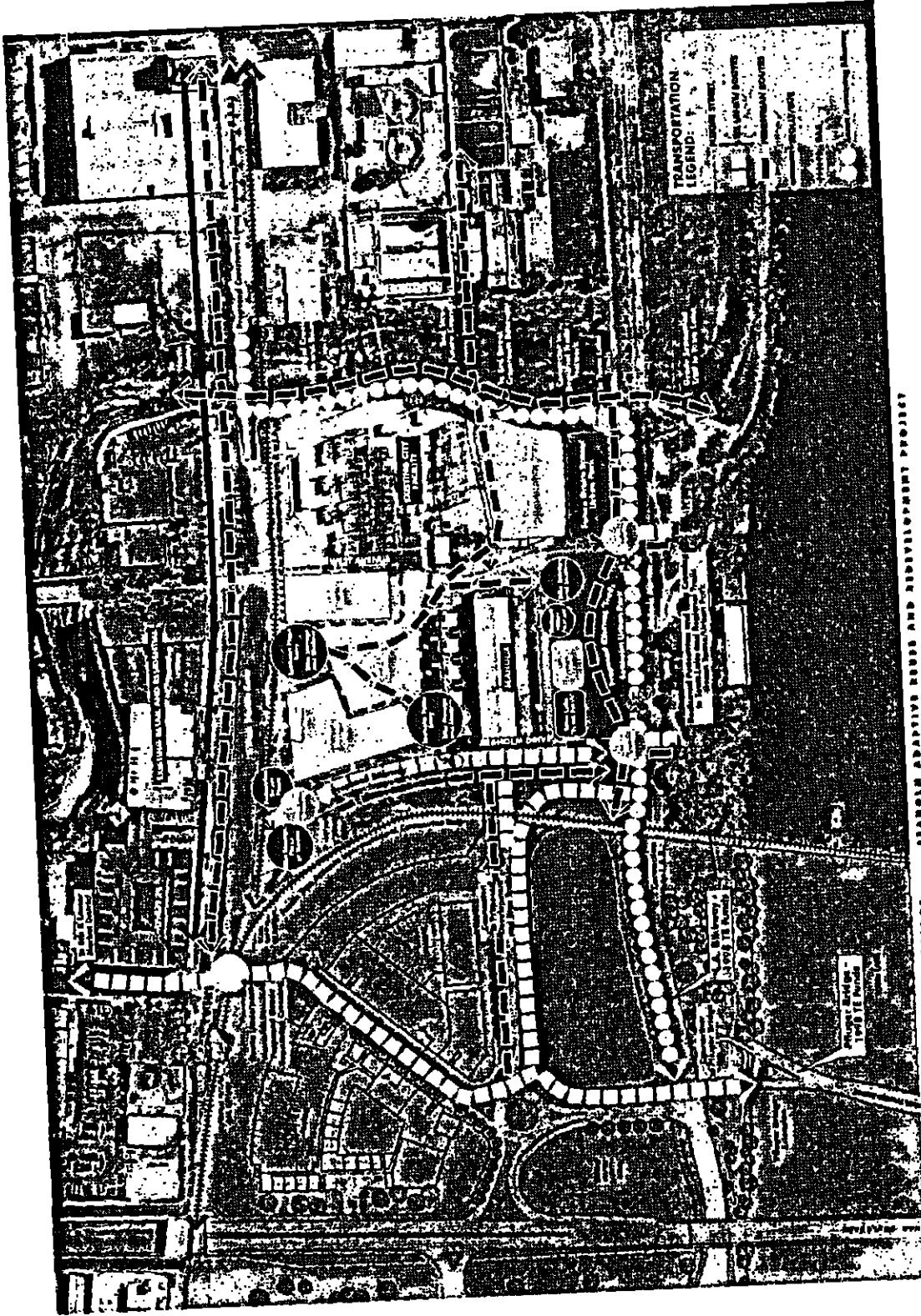
Department Sponsor: EGRSO

Budget: \$9,903,466

This project leverages already committed funds for Seaholm District improvements to complete all of the pedestrian and bicycle infrastructure improvements west of Shoal Creek that were envisioned in the Seaholm District Master Plan. The Seaholm District Pedestrian and Bicycle Network project combines several existing and proposed facilities in the emerging downtown intermodal hub linking proposed rail transit investments with pedestrian and bicycle facilities and proposed mixed-use activity centers.

The major components are: an extension of the Pfluger pedestrian and bicycle bridge over Cesar Chavez; an underpass of the Union Pacific Railroad and Third Street; improvements to Bowie Street between Third and Sixth Street that facilitate safe passage along and across busy one-way streets to the West End Market District; a bicycle themed public pedestrian plaza linking a proposed rail transit station with existing and proposed pedestrian and bicycle facilities and the proposed Seaholm Power Plant redevelopment; enhancements to the Lance Armstrong Bikeway linking the bikeway to the redeveloped power plant and existing Shoal Creek and Town Lake Hike and Bike Trails, and numerous bicycle storage facilities and pedestrian and bicycle connections between all of the above components. There is no other location in Austin that can provide such a nexus of connectivity between multiple modes of transportation serving an emerging high - density mixed-use neighborhood that is undergoing rapid redevelopment. The project will adhere to all regulations including ADA and AASHTO.

The total project cost is estimated at \$9,903,466. The grant will be for \$6,041,115 in TxDOT administered Federal Highway Administration funding. The City of Austin will provide \$3,062,352 in matching funds that have already been allocated to these projects, and Seaholm Power, LLC will contribute \$800,000 in matching funds for the Seaholm Plaza components.



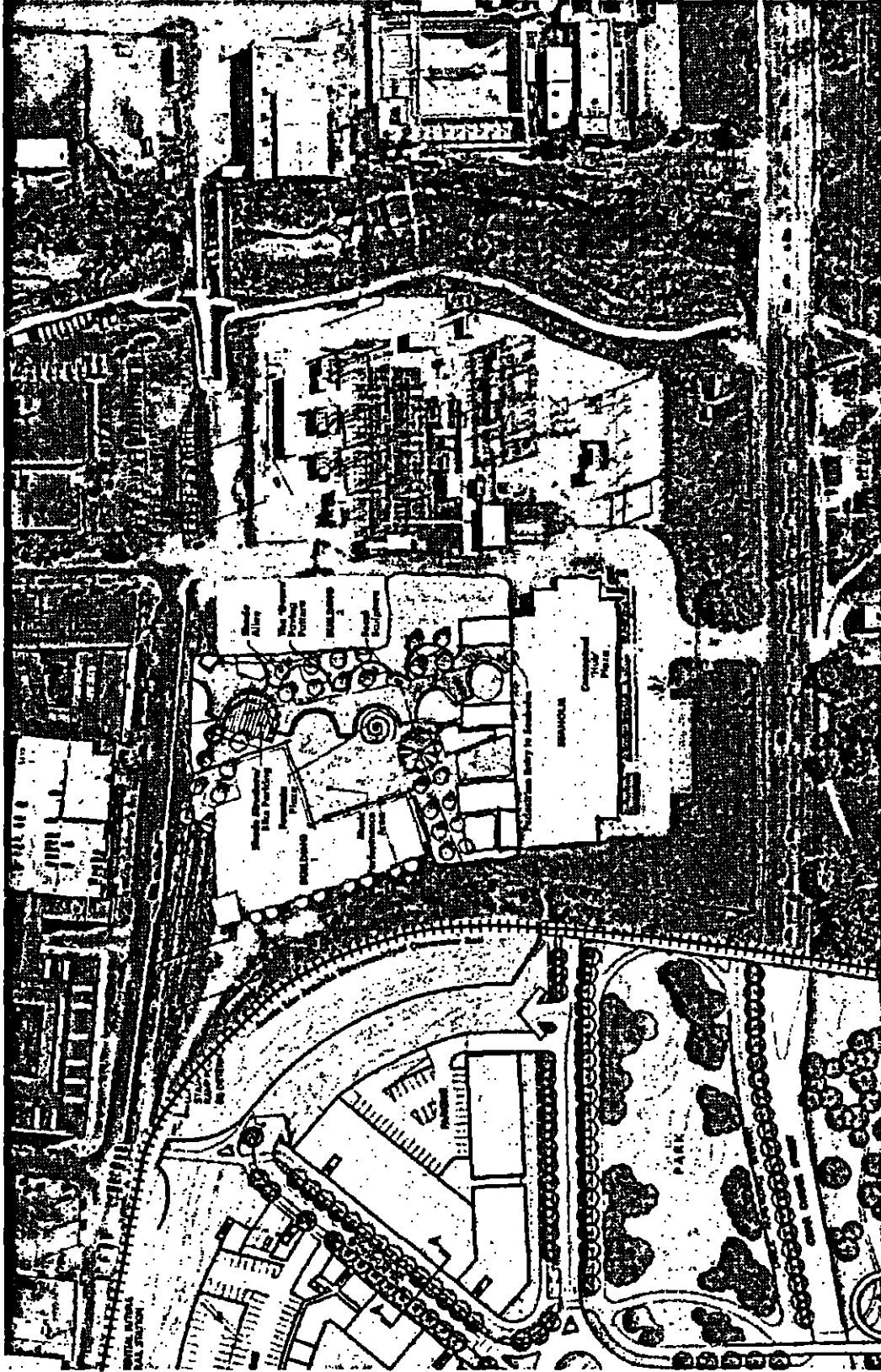
DRAFT



III

SEAHOLM DISTRICT TRANSPORTATION DIAGRAM





SEAHOLM DISTRICT PLAZA CONCEPT

Preliminary Design Concept

**CAMPO***Capital Area Metropolitan Planning Organization*

April 12, 2006

**Subject: Statewide Transportation Enhancement Program – MPO
Letter of Inclusion in CAMPO Transportation Improvement Program
(TIP)**

Dear Applicant:

On April 10, 2006, the CAMPO Transportation Policy Board voted to include the **Seaholm District Pedestrian and Bike Trail** project in CAMPO's Transportation Improvement Program should it be selected for funding under the Statewide Transportation Improvement Program by the Texas Transportation Commission.

This letter should be included with the project nomination packet, which must be submitted to Texas Department of Transportation no later than 5:00 p.m. on April 28, 2006 at 5:00 p.m.

Sincerely,

**Michael R. Aulick
Executive Director**

cc: Mr. Bob Daigh, TxDOT Austin District

CITY OF AUSTIN SPONSORED

2006 STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM PROJECT DESCRIPTIONS

3) Texas Music History Museum

Enhancement Category: Scenic or Historic Highway Program

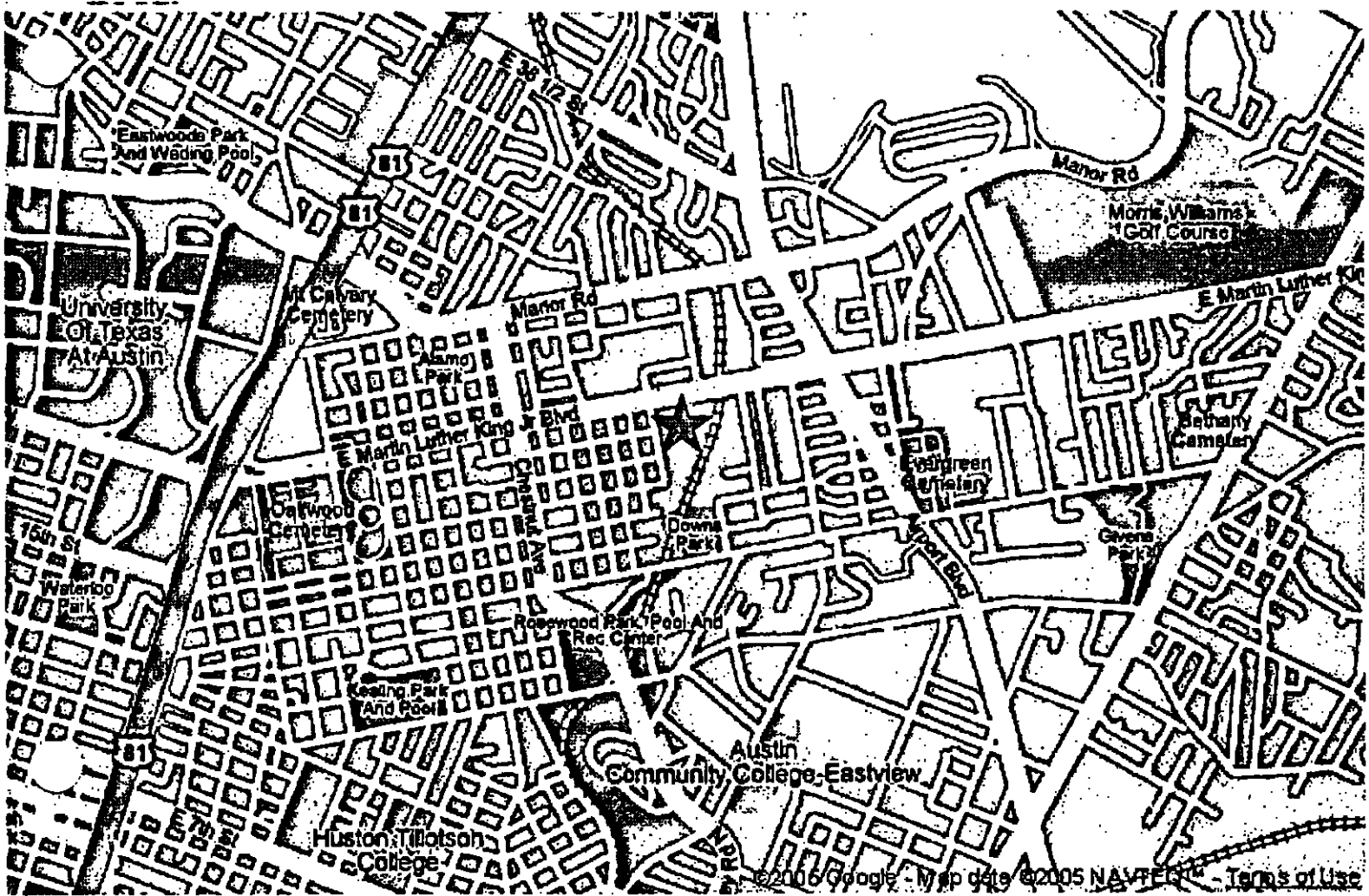
Relationship to Transportation System: Impact

Budget: \$13,486,000

Texas is a state steeped in music history from the birthplace of Buddy Holley in Lubbock to Willie Nelson's 4th of July Picnic in Luckenbach, to the Gulf Coast Legends Museum in Port Arthur. The Texas Music History Museum will serve to complement the many existing museums honoring Texas music history throughout the state as well as serving as a world-class museum in its own right. The 30,000 square foot museum will be located adjacent to the new commuter rail line station in east Austin, with easy access from IH-35 and US-183 via E. Martin Luther King Blvd. The museum will facilitate travel to and promote music history exhibits throughout the State. The first floor will house the "Visit Texas Music" exhibit with an LED map of Texas highways with music history and current performance venues highlighted weekly, and lobby performance space that will open to an outdoor amphitheater/performance plaza which can be used for special events. The second floor will contain permanent exhibit space, changing exhibit space, sound/recording booths, conference/meeting area, archive space and office space. With Austin being "The Live Music Capitol of the World", it is important that the museum be accessible to live music venues. The location in East Austin will allow for travel via the commuter rail line that will stop at the front door of the museum and easy vehicle access from IH-35 and US-183.

The Texas Music History Museum will work closely with the many existing music museums, festivals, legendary concert and dance halls, private music archives, and music events that occur throughout the State. The museum will not only promote visiting these places but promote travel along Texas' scenic highways. A visitor to the museum can use the interactive "Visit Texas Music" display and search for Texas music exhibits and events throughout the state and travel along scenic highways. The museum will link music and transportation in a new and exciting way.

The Texas Music History Museum will benefit all Texans as well as non-Texans who visit the State and use the highway system, including the 16 million visitors that come to experience the State Capitol annually, but, more importantly, it will benefit the existing museums, festivals, concert and dance halls, historic areas and scenic highways of Texas. The musicians of Texas as well as outside performers (who perform in Texas venues) will benefit indirectly from the museum's exhibits which will focus on great Texas music and musicians past and present. The museum will strive to bring awareness of Texas music history and "the life of a musician" to all who enter.



Texas Music History Museum

At the former 'Featherlite' tract



CAMPO

Capital Area Metropolitan Planning Organization

April 12, 2006

**Subject: Statewide Transportation Enhancement Program – MPO
Letter of Inclusion in CAMPO Transportation Improvement Program
(TIP)**

Dear Applicant:

On April 10, 2006, the CAMPO Transportation Policy Board voted to include the Texas Music Museum project in CAMPO's Transportation Improvement Program should it be selected for funding under the Statewide Transportation Improvement Program by the Texas Transportation Commission.

This letter should be included with the project nomination packet, which must be submitted to Texas Department of Transportation no later than 5:00 p.m. on April 28, 2006 at 5:00 p.m.

Sincerely,

Michael R. Aulick
Executive Director

cc: Mr. Bob Daigh, TxDOT Austin District



City of Austin

Brewster McCracken, Council Member, Place 8

P.O. Box 1088, Austin, TX 78767
(512) 974-2256, Fax (512) 974-1884
Brewster.McCracken@city.austin.tx.us

To CAMPO Transportation Policy Board:

Every day over 100,000 cars pass through the intersection of Interstate 35 and 6th/7th/8th streets. This intersection is truly the gateway to downtown Austin. Unfortunately, time has not been kind to the area and forty years after the overpass was built this intersection is a lamentable first impression for visitors to downtown – and an unsafe and unpleasant place to park a car or cross the highway.

The I35 Makeover commission has been charged with the task of remaking this gateway to Austin into a safe, pleasant place to walk and drive. Towards this end the Commission and its consultants make a request for funding via the Statewide Transportation Enhancement Program. The City of Austin hereby nominates and supports this application to the transportation policy board.

The landscaping and streetscape that the Commission proposes can turn this hard, impermeable place into one of greenery, interest and warmth for pedestrians and drivers. The widening and improvement of pedestrian access across the site – especially at the intersection of I-35 and 6th Street – could help to rebuild pedestrian pathways between downtown and east Austin, pathways that were severed forty years ago when the freeway was completed over the former East Avenue. And the lighting and historical installations proposed could make the “underside” of I-35 a truly interesting, stimulating—and safe—place to be, day or night, weekend or weekday.

With these factors in mind the City again nominates and supports the request for STEP funding proposed by the I35 Makeover Commission. The gateway to downtown Austin truly needs a makeover.

Sincerely,

A handwritten signature in cursive script that reads "Brewster McCracken".

Brewster McCracken, Austin City Council Member

i35 MAKEOVER PROJECT

STEP project application to CAMPO

April 5, 2006

1. **SPONSORING ENTITY:** The City of Austin

2. **PROJECT DESCRIPTION:** *The i35 Makeover Project is a large scale rehabilitation of the area under the overpass of IH35 at Sixth, Seventh, and Eighth Streets on the edge of downtown Austin. It is primarily an exercise in urban design, of redesigning and re-paving the two full blocks between Sixth and Eighth, accommodating a large number of cars who will park for a fee. New lighting and significant landscaping will be installed, and a large graphic display of the physical and cultural history of this section of the freeway will be created along Sixth Street. The finished project is intended to alleviate the sense that this section of highway is barrier between downtown and the east side - by creating a more pleasant and interesting pedestrian experience - and encouraging the activity of Sixth Street under and across to the east side. It is also intended to dramatically increase the perceived safety of this multi-block area of downtown.*

A steering committee developed from local neighborhood groups and nearby businesses, and included representatives from both the City of Austin and the Downtown Austin Alliance. Through meetings with TxDOT and the City of Austin, both of whom have purview over the property, an agreement was reached to perform the work, and to fund it through income generated by the parking lots as they are presently operated. This income has been accumulating for some time and is expected to increase when the parking lots are re-developed. The City of Austin has agreed to contract with a private parking operator for the lots, and council approved the selection of an operator in July 2005.

The design firm of COTERA+REED ARCHITECTS was selected by the steering on the basis of their interest in expanding the project to include a consideration of the cultural impact that this particular section of the freeway may have had on the communities on either side of it, who experience the freeway as an edge and a barrier between the east side and downtown Austin. This consideration would have some impact on the re-design of the area under the freeway, most probably by exploring the way barriers form and are represented. It would also result in interactive graphic displays of the history of the freeway and the positive and negative impact it has had since it was installed.

The cultural aspect of the project would need to start with research into the history and impact. Several scholars from the University of Texas have agreed to perform this effort. Their funding would come from the parking revenue already in place. The working assumption for the research is that IH35 has served as both a barrier and as an organizing feature for communities on both sides. For instance, while it has often been cited as a barrier, it may also have served to protect east side residents from gentrification, higher taxes and property costs, and so helped to keep the communities there intact. The cultural impact of large infrastructure projects has not yet benefited from much examination and it is hoped that this project will be reviewed by municipalities across the country.

Additionally, the project area is planned to be removed with the eventual re-design of i35. The committee and sponsors feel it is important that the area be improved while the re-design develops. The cultural portion of the project will also have much more meaning while the freeway is in place. All the primary features of the project - interactive display, trees, lighting - will be designed to permit their relocation and reuse when the freeway is dropped.

3. **S.T.E.P. CATEGORY:**

The project anticipates participating in STEP funding in the following categories:

category 1 - provision of facilities for pedestrians and bicycles

New sidewalks will be installed around the entire 1 1/2 block site. New pedestrian lighting will be installed. New bicycle racks will be installed. New raised landscape planters will be installed to separate pedestrian and car traffic.

category 4 - scenic or historic highway programs

A large scale graphic display will be created describing the history of this section of i35 and the cultural impact it has had on the community.

category 5 - landscaping or other scenic beautification

Plans include the planting and irrigation of 20 mature oak trees, as well as raised linear planters which will protect pedestrians from car traffic.

4. **RELATIONSHIP TO TRANSPORTATION:**

The i35 Makeover project relates to the transportation system by both *function* and *impact*. The parking lots and pedestrian system around them are functional components of the system. The impact - beneficial effect - on the system includes the introduction of planting and lighting and the way creating a sense of ownership in an area can increase safety.

5. **BENEFITS OF THE PROJECT:**

For nighttime patrons of the parking lots, the primary benefit will be safety. The sense of ownership that the project will show - through the investment of energy and effort - will change the way it is perceived. The physical improvements will create greater visibility, and the increased use will create greater safety as the area will no longer be uninhabited. Improvements will also provide greater protection for pedestrians from cars.

For pedestrians traveling to Sixth Street or Municipal Court, the project will provide increased mobility and comfort. Trees along the east and west frontage road will provide shade and relief from expanses of concrete.

For local residents the project will address the sense that the impact of the freeway has been acknowledged, and in some way addressed by the city and larger community.

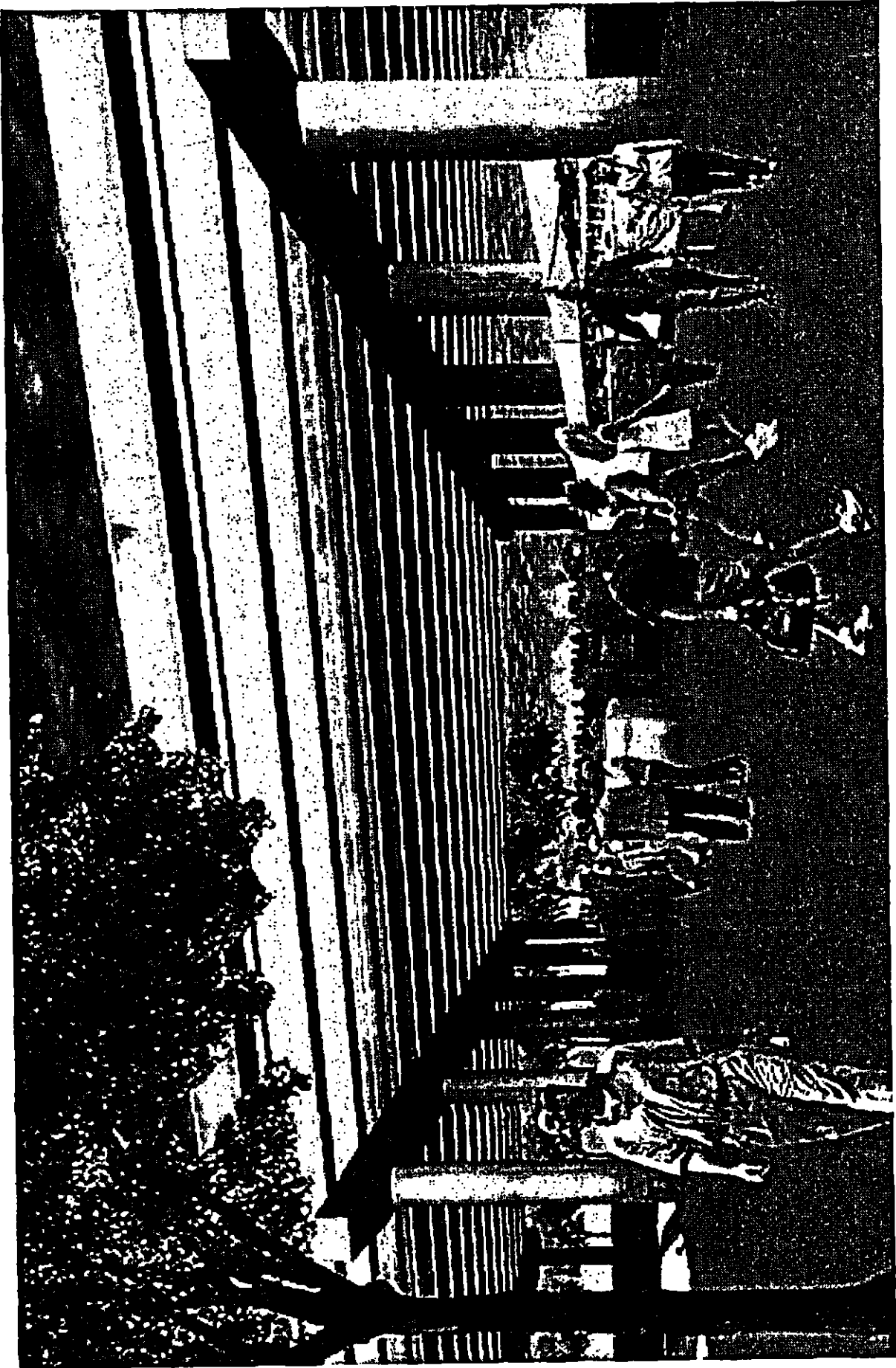
6. **TOTAL COST OF PROJECT / S.T.E.P. FUNDS REQUESTED:**

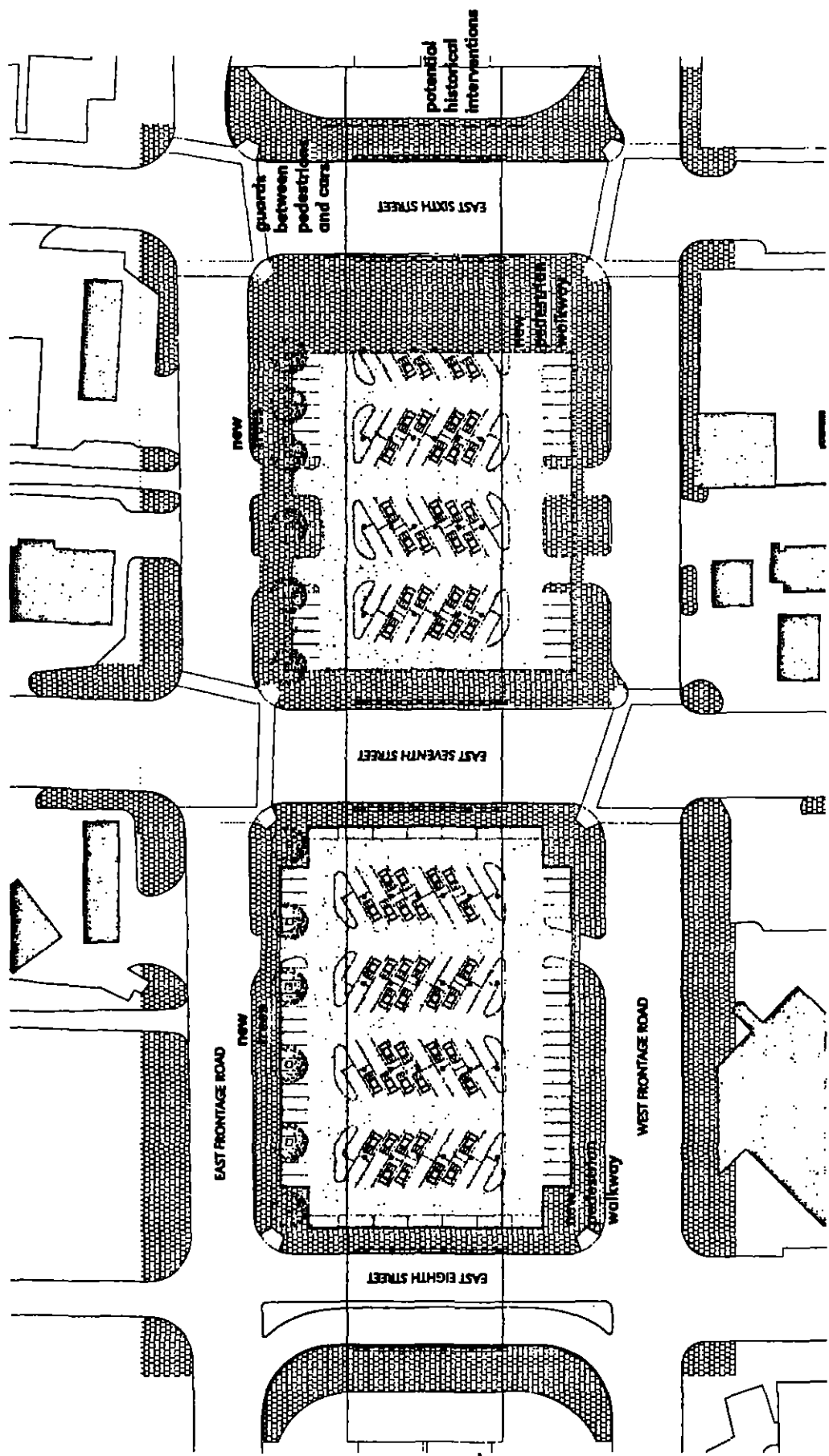
As presently envisioned, the incremental funding from the parking revenues is inadequate to complete the project, but will be used for portions not covered by STEP funding, and for soft costs. The total estimated cost of construction is \$1.1 million. STEP funding requested is \$720,000.

STEP funds would be used to install trees and ground landscaping, pedestrian lighting, new sidewalks and pedestrian protections, and an interactive display of the history and cultural impact of this section of the highway.

7. **MAP OF PROJECT LOCATION:**

see attached illustrations





DRAFT - 04-05-2006

COTERA+REED ARCHITECTS

i35 MAKEOVER

RESOLUTION NO. 050127-

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

WHEREAS, it has been a stated goal of the City of Austin to remove economic and cultural barriers separating East and West Austin for many decades; and

WHEREAS, the area beneath and surrounding I-35 in downtown Austin are the most visible physical barrier between East and West Austin; and

WHEREAS, the areas beneath I-35 in downtown Austin are unattractive and an unpleasant environment for residents, business owners and visitor alike; and,

WHEREAS, the I-35 Makeover Coalition, a citizen group representing neighborhood and business interests, was formed to develop a plan for improvements to areas under I-35 in downtown Austin; and

WHEREAS, the I-35 Makeover Coalition will raise money for the planning component of the improvements; and

WHEREAS, the Coalition is working with the City staff in the development of a Request for Proposal for commercial parking lot operation and

management for the parking lots underneath I-35 between 6th and 8th Street; and

WHEREAS, the Coalition is committed to working with the parking operator and city staff to maximize the impact of the parking funds to be used for the project; **NOW, THEREFORE**,

BE IT RESOLVED THAT:

The City Council recognizes the I-35 Makeover Coalition as the official stakeholder group in the I-35 Makeover project.

BE IT FURTHER RESOLVED THAT:

The City Council supports using the parking revenue from the I-35 parking lots to make improvements that are consistent with a city and state approved I-35 Makeover Plan.

ADOPTED: January 27, 2005 **ATTEST:** _____
Shirley A. Brown
City Clerk



Coalition Supporters

www.i35makeover.com

501 Studios
Angie's Restaurant
Jay Arrendondo
Azul
Mark and Brie Bieckler
Big Red Sun
Adam Block
Bolm Studios
Lorelei Brown
Dana Burton
Carmelo's
Mike Casias
George Cofer
D&J Blueline
Bill Davis
Davis Gallery
Jeanne Defrese
Desert to Tropics
Design Matters
Lloyd and Libby Doggett
Tom Erb
Esperanza Development
Gary Farmer
Richard Ferris
Jeff and Marni Francell
Caroline Galvan
Garanzuay Design
Rene Garcia
Gus Garcia
Garcia Designs, Inc.
Roberto Garica
Hailey Johnson Architects
Joi Harden

Thomas "Hollywood"
Henderson
Kit Johnson
Bill and Linda Johnston
Joie de Vie Salon
Katsu Custom Designs
Key Sprinkler
Joe Keys
Kaleidoscope Properties
Robert Knight
Knight Real Estate
Richard Kooris
La Prensa
Las Palmas Restaurant
Mell Lawrence
Linda Johnston Architects
Shea Little
Emily Little
Perry Lorenz
Rudy Malveaux
Karen Maness
Kathy Martinson
Mell Lawrence Architects
Bri Mirani
Richard Moya
Richard Noyola
Ogdon's Tree Service
Arturo Palacios
Henry Pantan
Lance Pearson
Pearson Landscape Services
Pedernales Lofts
Jeanette Peten

Carolyn Porter
Mario Renteria
Lori Renteria
Selena and Dylan Robertson
Mark Rodgers
Geronimo Rodriguez
Brigid Shea
Shoehorn Design
Eric Shropshire
Ted Siff
Sodalitas Design
Southwest Brokerage
Larry Speck
Earl Swisher
The Lawrence Group Architects
Kathy Vasquez
Viatron, Inc.
Susan Wallace
Vanessa Ward
Larry Warshaw
David West
Mark Yznaga
Peter Zandan

Community Organizations:

East Village Alliance
United East Austin Coalition
Downtown Austin Alliance
6th Street Task Force
Organization of Central East Austin Neighborhoods (OCEAN)
Guadalupe Association for an Improved Neighborhood
Downtown Commission of the City of Austin
Austin Parks Foundation



CAMPO

Capital Area Metropolitan Planning Organization

April 12, 2006

Subject: Statewide Transportation Enhancement Program – MPO
Letter of Inclusion in CAMPO Transportation Improvement Program
(TIP)

Dear Applicant:

On April 10, 2006, the CAMPO Transportation Policy Board voted to include the IH 35 Makeover project in CAMPO's Transportation Improvement Program should it be selected for funding under the Statewide Transportation Improvement Program by the Texas Transportation Commission.

This letter should be included with the project nomination packet, which must be submitted to Texas Department of Transportation no later than 5:00 p.m. on April 28, 2006 at 5:00 p.m.

Sincerely,

Michael R. Aulick
Executive Director

cc: Mr. Bob Daigh, TxDOT Austin District

We received news this morning from our friends at TxDOT about a request for information regarding any and all projects that might be submitted as candidates for enhancement funding. The Town Lake Trail Foundation is planning to submit an enhancement funding request for accessibility, drainage, and safety improvements to a parking lot located at the north end of the MOPAC (Loop One) overpass over Town Lake.

1. Sponsoring Entity: The Town Lake Trail Foundation, endorsed by the City of Austin Parks and Recreation Department

2. Brief Description: The parking area is located at the northeast corner of the intersection of Atlanta and Veterans Drive directly underneath the MOPAC (Loop 1) overpass. The planned improvements include installation of an improved parking surface using grasscrete pavers that will mitigate the severe drainage and environmental problems occurring from stormwater drains off MOPAC that drain directly into the parking lot causing severe erosion of surfaced parking area, the Johnson Creek streambank and the Johnson Creek sidewalk, which has collapsed and has been repaired or replaced frequently. Additionally, landscaped islands, medians, stone bollards, curbs and pedestrian signage will be constructed to improve safety and usability.

3. STEP Categories Under Which Project Falls:

Category 1: Provision of facilities for pedestrians and bicycles Category 2: Provision of safety and education activities for pedestrian and bicyclists Category 5: Landscaping and other scenic beautification Category 11: Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity

4. Whether The Project Relates to the Transportation System by Function or Impact:

Both apply. The parking lot was created as a by product of the construction of Loop 1. It serves the needs of anyone accessing the Town Lake Trail or the Johnson Creek Hike and Bike Trail. More than 250 cars use the parking area on an average day.

5. The Benefits of The Project:

Improved Safety - Current usage patterns and conditions of the parking lot (jumping curbs, no identifiable parking pattern, piles of asphalt, deep holes and ruts, non-existent pedestrian crossing signage) create unsafe conditions for automobiles and pedestrians near or in the parking area.

Improved Environmental Mitigation - All trash, debris and water run-off from the MOPAC overpass drain directly across the parking lot into Johnson Creek

and Town Lake. Landscaped medians, islands and pavers will better capture and filter the run-off.

Erosion Abatement along Johnson Creek - Improving drainage across the parking lot and sidewalk will lessen the severity of the erosion along the streambank.

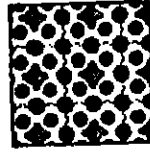
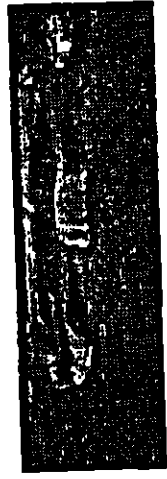
6. The Total Cost of The Project Including The STEP Funds Being Requested - A cost estimate is currently in development but not yet available. We anticipate that it will be less than \$500,000.

7. A Map of The Project's Location - See attached PDF and GIF files.

Please let me know if you need more information.

Kind regards,

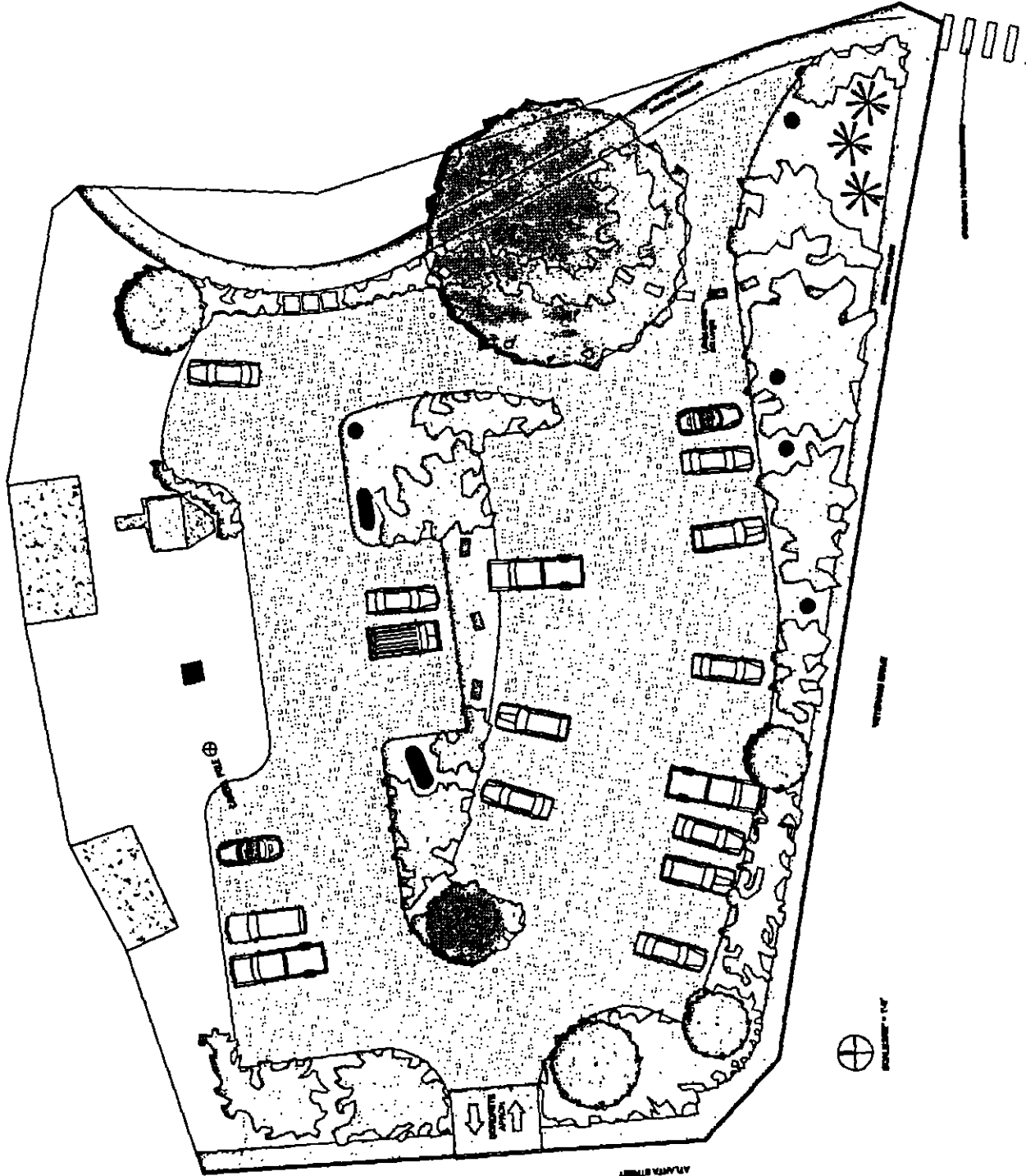
Dan Garrison
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www.townlaketrail.org



PARKING PLAN

Parking Area Under Mooring North Shore
 (adjacent to Roberts Christian Fellowship Church & Austin High Tennis courts)

PLANNED BY: JAMES H. BULLOCK, JR., AIA, ARCHITECT





CAMPO

Capital Area Metropolitan Planning Organization

April 12, 2006

Subject: Statewide Transportation Enhancement Program – MPO
Letter of Inclusion in CAMPO Transportation Improvement Program
(TIP)

Dear Applicant:

On April 10, 2006, the CAMPO Transportation Policy Board voted to include the **City of Austin Parks and Recreation Department's Town Lake Trail** project in CAMPO's Transportation Improvement Program should it be selected for funding under the Statewide Transportation Improvement Program by the Texas Transportation Commission.

This letter should be included with the project nomination packet, which must be submitted to Texas Department of Transportation no later than 5:00 p.m. on April 28, 2006 at 5:00 p.m.

Sincerely,

Michael R. Aulick
Executive Director

cc: Mr. Bob Daigh, TxDOT Austin District